

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GATEWAY TRACON
22 RESEARCH PARK COURT
ST. CHARLES, MO 63304**

**ISSUED: DECEMBER 30, 2002 EFFECTIVE: DECEMBER 31, 2002
GATEWAY TRACON LETTER TO AIRMEN NO. 03-3**

**SUBJECT: WAIVER TO CONDUCT DEPENDENT ILS AND
LDA/DME APPROACHES TO PARALLEL RUNWAYS WITH
CENTERLINES SEPARATED BY 1,300 FEET**

CANCELLATION: March 27, 2003

In September 1984, the LDA/DME Runway 12L was commissioned to be conducted in concert with the ILS Runway 12R with the use of Air Traffic Control (ATC) monitors. In October 1987, the LDA/DME Runway 30L was commissioned to be conducted in concert with the ILS Runway 30R with the use of ATC monitors. Since then, countless simultaneous approaches have been conducted to these parallel runways separated by 1,300 feet and have proven to be a tremendous capacity enhancement for the Lambert-St. Louis International Airport. Normally simultaneous instrument approaches are conducted to parallel runways separated by at least 4,300 feet.

Because simultaneous ILS/LDA approaches requires ATC monitors this facility has requested and received a waiver to conduct Parallel Dependent ILS/LDA Instrument Approaches without monitors with weather minimums: ceiling 2,000 feet or higher and visibility 4 miles or greater.

Andi Ramaker
Air Traffic Manager
Gateway TRACON